

The Hongkong Telegraph

THE UNITED ASBESTOS
ORIENTAL AGENCY

Sole Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
DODWELL & CO., LIMITED,
General Managers.

ESTABLISHED 1881.

NEW SERIES No. 1717. 日三十月一十年六十二精光

THURSDAY, JANUARY 3, 1901.

四拜禮

號三月正英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,130,000
Head Office: YOKOHAMA.

Branches and Agencies:
TOKYO, KOBÉ,
YAGASAKI, LONDON,
YOKOHAMA, NEW YORK,
SAN FRANCISCO, HONOLULU,
BOMBAY, SHANGHAI,
TIENTSIN, NEWCHANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION BANK OF LONDON, LD.
HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
On Fixed Deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.
Hongkong, 21st November, 1900.

IMPERIAL BANK OF CHINA.
ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.
Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000
Head Office: SHANGHAI.

Branches and Agencies:
CANTON, PEKING,
CHIFU, PENANG,
CHINKIANG, SINGAPORE,
CHUNKING, SWATOW,
FOOCHOW, TIENTSIN,
HANKOW.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Transfers
Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.
INTEREST ALLOWED ON DEPOSITS.
3 per cent. Fixed Deposits for 3 months.
4 per cent. " " " 6 months.
5 per cent. " " " 12 months.

E. W. RUTTER,
Manager.
Hongkong, 1st January, 1901.

**THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.**
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE FUND £300,000
HOLDERS £1,100,000
INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.
" " " 6 months... 3 per cent.
" " " 3 months... 2 per cent.
T. P. COCHRANE,
Manager.
Hongkong, 16th October, 1900.

**THE NATIONAL BANK OF CHINA,
LIMITED.**
Authorised Capital £1,000,000
Paid up Capital £324,374
HEAD OFFICE—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq., D. Gillies, Esq.,
Chow Tung Shang, Esq., J. T. Lauts, Esq.,
GEO. W. F. PLAYFAIR,
Chief Manager.

Interest for 12 months Fixed... 5 per cent.
Hongkong, 20th December, 1899.

**HONGKONG AND SHANGHAI
BANKING CORPORATION.**
PAID-UP CAPITAL \$1,000,000
RESERVE FUND \$1,000,000
Sinking Reserve \$10,000,000
Silver Reserve \$2,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
N. A. STEIN, Esq., Chairman.
R. SHEWAN, Esq., Deputy Chairman.
The Hon. R. M. Gwy.
A. Haupt, Esq., R. L. Richardson, Esq.,
The Hon. J. J. Kewick, P. Sachs, Esq.,
D. M. Moses, Esq., H. W. Slade, Esq.,
A. J. Raymond, Esq., Paul Witkowski, Esq.,
CHIEF MANAGER:
Hongkong—SIR THOMAS JACKSON,
MANAGER:
Shanghai—H. M. BEVIS, Esq.,
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
On Fixed Deposits for 12 months... 4 per cent.
On Fixed Deposits for 6 months... 3 per cent.
On Fixed Deposits for 3 months... 2 per cent.

On Fixed Deposits:
For 3 months, 2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
T. JACKSON,
Chief Manager.
Hongkong, 22nd December, 1900.

HONGKONG SAVINGS BANK.
The Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST ON DEPOSITS is allowed at 3 per cent.
per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 4th October, 1900.

Insurance.
**NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.**
The undersigned AGENTS of the above
Company are prepared to accept Fire
and Marine RISKS at
CURRENT RATES.
SIEMSEN & CO.
Hongkong, 28th May, 1899.

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS
LONDON, &c., Bengal, S. Barcham, Noon, 5th Jan., Freight or Passage.
SHANGHAI, Peninsular, T. Leigh, About 5th Jan., Freight or Passage.
LONDON, Japan, G. K. Wright, R.N.R., About 11th Jan., Freight or Passage.
SHAI & JAPAN, Shanghai, A. F. Street, About 12th Jan., Freight or Passage.
(See Special Advertisement).

PASSENGER SEASON, 1901.

S.S. "PLASSY" 7,240 tons, March 30th, MARSEILLES and LONDON (Direct).
S.S. "SOHRAON" 7,382 tons, April 27th, WITHOUT TRANSITMENT.

For Further Particulars, apply to
A. M. MARSHALL, Acting Superintendent.
Hongkong, 2nd January, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
PRINCESS IRENE, WEDNESDAY, 9th January, 1901.
PREUSSEN, WEDNESDAY, 23rd January, 1901.
HAMBURG, Hamburg-Amerika Linie, WEDNESDAY, 6th February, 1901.
SACHSEN, WEDNESDAY, 20th February, 1901.
KLAUSCHOU, Hamburg-Amerika Linie, WEDNESDAY, 6th March, 1901.
BAYERN, WEDNESDAY, 20th March, 1901.
STUTTGART, WEDNESDAY, 3rd April, 1901.
KONIG ALBERT, WEDNESDAY, 17th April, 1901.
PRINZ HEINRICH, WEDNESDAY, 1st May, 1901.
PRINCESS IRENE, WEDNESDAY, 15th May, 1901.

ON WEDNESDAY, the 9th day of January, 1901, at NOON, the Steamship "PRINCESS IRENE" of the NORDDEUTSCHER LLOYD, Captain P. Wetten, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 7th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 8th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 8th instant.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
AGENTS.
Hongkong, 2nd January, 1901.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOID and ULCERATION
of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale.

THE PETER SYS COMPANY.
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

"QUEEN'S CHOICE" LIQUEUR SCOTCH WHISKY.

PRONOUNCED BY CONNOISSEURS
TO BE
ONE OF THE FINEST WHISKIES EVER PLACED ON THE MARKET.
It possesses a delicate aroma, and is of great age and guaranteed purity.

\$12 Per Dozen.
THE VICTORIA DISPENSARY
AGENTS.

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS.
FOR THE

UNITED ASBESTOS CO., LD., LONDON.
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
"VICTOR" METALLIC BOILER JOINTS.
Best Qualities of ASBESTOS GOODS and PACKINGS, of all kinds.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT... THOMAS SKINNER.
SUPERINTENDENT... ARCHIBALD RITCHIE.
DODWELL & CO., LIMITED, General Managers.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 50.
For Terms, &c., apply to the
MANAGER.
Hongkong, 2nd July, 1900.

FAMOUS DEVONSHIRE LIQUEURS.

SLOE GIN... "PEDLAR" BRAND.
ORANGE GIN...
CALDBECK, MACGREGOR & Co.,
Sole Agents:
HONGKONG and CHINA.

15, Queen's Road,
Hongkong, 28th December, 1900.

TANSAN WATER.

PER CASE OF 4 DOZEN PINTS \$6.

SOLE AGENTS:
H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 31st December, 1900.

MANUFACTURERS IRON-FRAMED PIANOS.

\$215, \$290, \$345, \$400.
HAAKE, METZLER, WERNER.

WE personally searched Germany and
England thoroughly and found nothing
to come near these. They are altogether un-
equalled in the Colony. Please see them before
buying.

Others by
COLLARD, BRINSHEAD, RACHALS.
HIRE PAYMENT SYSTEM,
if required.

LET 'EM ALL COME!
O. LISTEN TO THE BAND!

NEW BICYCLES, TYRES, TUBES,
ACCESSORIES and FITTINGS, just
to hand in all Grades, Styles and Designs.
We want but little here below.
But want it rather long!
So buy your little for long at the
DRAGON CYCLE DEPOT.
11, D'Agular Street,
and call again to thank us.
The "Imperial" English Bicycle,
1900 model.
Just given away at American rates.
The "Penny" American Cycle.
Presented with compliments and a trifling
impulse.
Also—but come and see the others.

We are also Mechanics and Electricians,
and undertake and guarantee repairs in this
line. We are especially at home with Type-
writers, Sewing Machines, Electric Bells,
Typhoid Dredgers, Corkscrews, Measuring
and Soda Water. Bicycles don't count, as we
simply make them, but not out of the first-
rate material of the dear old Spanish "feet"
picked up at intervals from the Kowloon Beach,
nor from the "spare" Buckles from Kennedy's
shades.

Hongkong, 14th December, 1900.

THE WANCHAI WAREHOUSE AND STORAGE CO., LIMITED.

NOTICE is hereby given that the TENTH
ORDINARY ANNUAL MEETING
of the SHAREHOLDERS will be held at the
OFFICE of the General Managers, No. 5,
Queen's Road Central, on MONDAY, the 14th
January, 1901, at 3 o'clock in the afternoon,
for the purpose of receiving the Report of the
General Managers together with a Statement
of Accounts to the 31st December, 1900.
The TRANSFER BOOKS of the Company
will be CLOSED from the 7th to 14th January,
1901, both days inclusive.

MEYER & CO.,
General Managers.
Hongkong, 31st December, 1900.

NOW READY
AN ACCOUNT
OF THE
RECEPTION OF H.M.S. "TERRIBLE"
IN
HONGKONG
AND THE
FESTIVITIES CONNECTED
THEREWITH.
WITH A
WOODCUT OF THE "TERRIBLE".

To be obtained at the OFFICE of This Paper.
PRICE 30 CENTS.

As only a limited number have been printed
intending purchasers should send their Orders
early, for the issue of this interesting souvenir
will soon be exhausted.
Hongkong, 1st June, 1900.

Masonic.

EOTHEN MARK LODGE OF
HONGKONG.

A REGULAR MEETING of the above
LODGE will be held at the FREEMASON'S
HALL, Zetland Street, TO-MORROW, the 4th
January, 1901, at 5.15 for 5.30 P.M. Visiting
Brethren are cordially invited to attend.
Hongkong, 31st December, 1900.

To be Let.

GODOWNS TO LET.
AT WANCHAI and WEST POINT.
Apply to
EDWARD OSBORNE,
Secretary,
HONGKONG AND KOWLOON WHARF
AND GODOWN CO., LIMITED.
Hongkong, 31st December, 1900.

TO LET.
A HOUSE IN RIFTON TERRACE.
Apply to
PIT & HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 17th October, 1900.

Entertainments.

**THEATRE ROYAL,
CITY HALL.**

**WEDNESDAY,
JANUARY 9TH, 1901.**

Lessee and Proprietors:
Mrs. N. CHESTER, Messrs. A. H.
and E. J. POLLARD.

AFTER AN ABSENCE OF 4 YEARS,
GRAND RETURN VISIT
OF

**POLLARD'S
LILLIPUTIAN
OPERA CO.**

OF 50 PERFORMERS.
IN THE CHARMING JAPANESE
OPERA—
"THE GEISHA."

WITH FULL SCENIC, MUSICAL AND
LIMELIGHT EFFECTS.
FOR TWO NIGHTS ONLY.

FRIDAY, 11TH JAN.
For the First Time in the Colony, The great
American production
"THE BELLE OF NEW YORK,"

In Two Acts of Six Scenes.
FOR 3 NIGHTS ONLY.
1ST MATINEE,
SATURDAY, 12TH JAN.,
AT 3 P.M.

CHILDREN'S HALF-PRICE.
PLAN at ROBINSON'S. PRICES AS USUAL.

If necessary, the "Star Ferry" Co. has kindly
consented to delay the last ferry to 12.15.
Arrangements have been made with the Peak
Tramway Co. to run a Special Tram a quarter
of an hour after the Performance.

A. LEVEY, Business Manager.
Hongkong, 2nd January, 1901.

**HONGKONG AMATEUR DRAMATIC
CLUB.**

THE following are the Dates fixed for the
PERFORMANCES of
"HIS EXCELLENCY."

MONDAY... 11th February, 1901.
TUESDAY... 12th " "
THURSDAY... 14th " "
SATURDAY... 16th " "
THURSDAY... 21st " "
SATURDAY... 23rd " "

A further announcement as regards dates for
Booking will be made later.
Hongkong, 22nd December, 1900.

Auction.

PUBLIC AUCTION.
MESSRS. HUGHES AND HOUGH have
received instructions from the Owner
to Sell by
PUBLIC AUCTION,
IN ONE LOT,
ON

FRIDAY, the 25th day of January, 1901,
at 3 o'clock P.M., at their
SALES ROOMS,
ALL THAT Piece or Parcel of GROUND
situate lying and being at Victoria, in the
Colony of Hongkong and registered in the
Land Office as INLAND LOT No. 1,056,
together with the Messuages or Tenements,
Erections and Buildings thereon, known as
"HALLOW" BORNHAM ROAD, held from the
CROWN for a Term of 999 years from the
25th day of December, 1892.

Total Area 65,815 Square Feet, Crown Rent
\$300 per Annum.
For further Particulars and Conditions of
Sale, apply to
Messrs. JOHNSON, STOKES
and MASTER,
Solicitors for the Vendor,
or to
The Auctioneers.

Hongkong, 2nd January, 1901.

Notices of Firms.

NOTICE.
WE have authorised Mr. G. E. HUYGEN
to SIGN our FIRM for PROSECUTION.
WENDT & CO.
Hongkong, 1st January, 1901.

NOTICE.
THE BUSINESS of BURNIE and GOD-
DARD, Marine Surveyors, will in future
be carried on under the Name of "GODDARD
and JAMES TORRY DOUGLAS" has been
admitted a PARTNER from this Date.
F. D. GODDARD.
Hongkong, 1st January, 1901.

NOTICE.
MR. O. I. ELLIS will CEASE SIGNING
our FIRM (per PROSECUTION) from
this Date.
S. J. DAVID & CO.
Hongkong, 1st January, 1901.

NOTICE.
OUR SENIOR, Mr. H. CESAR ERDMANN
RETIRED from our FIRM on the 31st
December, 1900, but will remain a DORMANT
PARTNER until further Notice.
Mr. MARTIN EDUARD REIMANN and MARCH
Mr. ADOLF CARL SCHUBERT
Mr. WILHELM WIEDERHOLD.
Mr. EDWARD MORITZ HANS SCHUBERT
have To-day been admitted PARTNERS
in our FIRM.
CARLOWITZ & CO.
Hongkong, Hamburg and China,
1st January, 1901.

NOTICE.
GREEN ISLAND CEMENT COMPANY
LIMITED.

PORTLAND CEMENT.
\$5.00 per Cask of 75 lbs. Net ex Factory.
\$5.00 per Bag of 250 lbs.

General Managers:
SHEWAN, TOMES & CO.
Hongkong, 12th December, 1900.

Today's
Advertisements.

THEATRE ROYAL.

On
TUESDAY,
8th JANUARY, 1901.GRAND GLOVE
CONTEST,

Twenty Rounds
under
MARQUIS OF QUEENSBERRY RULES
Will take place between
JOSE RIVER, the U.S.A. CHAMPION
OF HONGKONG,
and
ROGER MUSTOL, of H.M.S. "PARELLUK,"
HEAVY-WEIGHT CHAMPIONSHIP
of the
ARMY AND NAVY,
for the
CHAMPIONSHIP OF THE FAR EAST
AND A PRIZE OF \$500.

There will also be Three Preliminary Bouts
of Four Rounds each, for details of which see
Hand Bills and later Advertisements.
Hongkong, 3rd January, 1901. [15c]

TO LET FURNISHED.
2 and 3, Gough Hill, Peak, from middle
of April.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 3rd January, 1901. [20c]

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.
FOR MANILA.
The Company's Steamship

"PERIA."
Captain R. W. Almond, will be despatched as above
TO-MORROW, the 4th instant, at 5 P.M.
The Attention of Passengers is directed to the
Excellent Accommodation provided by this
Steamer. She is fitted throughout with the
Electric Light and is supplied with a Refrigerating
Chamber.
A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 3rd January, 1901. [153b]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR SHANGHAI.
The Company's Steamship

"HANGCHOW."
Captain Pearce, will be despatched as above
on SATURDAY, the 5th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd January, 1901. [17c]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR SHANGHAI.
The Company's Steamship

"KASHING."
Captain Hopkins, will be despatched as above
on SUNDAY, the 6th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd January, 1901. [18c]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
The Company's Steamship

"THALES."
Captain Robson, will be despatched for the
above Ports, on SUNDAY, the 6th instant,
at Daylight.
For Freight or Passage, apply to
DOUGLAS LAMPAIR & Co.,
General Managers.
Hongkong, 3rd January, 1901. [19c]

FOR SINGAPORE, PENANG AND
CALCUTTA.
THE Steamship

"LIGHTNING."
Captain J. G. Spence, will be despatched for the
above Ports, on WEDNESDAY, the 9th instant,
at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 3rd January, 1901. [10c]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR MANILA.
The Company's Steamship

"LOONGSANG."
Captain Weigall, will be despatched as above
on WEDNESDAY, the 9th instant, at 4 P.M.
This Steamer has Superior Accommodation
for First class Passengers, is fitted throughout
with Electric Light and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 3rd January, 1901. [11c]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR NAGASAKI, KOBE & YOKOHAMA.
The Company's Steamship

"HEVENUE."
will be despatched as above on WEDNESDAY,
the 9th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd January, 1901. [22c]

THE OSAKA SHOSHEN KAISHA,
LIMITED.
FOR FOCHOW, VIA SWATOW AND
AMOY.
The Company's Steamship

"AKASHI MARU."
Captain K. Suzuki, will be despatched for the
above Ports, on WEDNESDAY, the 16th instant,
at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Today's
Advertisements.

NOTICE.

WE have This Day admitted Mr. HER-
MANN EHMER and Mr. FELIX
LORRIA as PARTNERS in our FIRM.
GROSSMANN & CO.
Hongkong, 1st January, 1900. [13c]

NOTICE.

THE authority hitherto held by Mr. HANS
WILHELM HERMANN EHMER to
SIGN per PROCURATION the Name of our
FIRM at HONGKONG, SHANGHAI and HAN-
KOW, EXPIRES on 1st JANUARY, 1901.
HONGKONG, 31st December, 1900. [12c]

WANTED.

ONE MAN and One BOY WRITER in
H.M. VICTUALLING YARD.
Apply between 10 and 11 A.M. to—
DY. VICTUALLING STORE
OFFICER, (in Charge),
H.M. Victualling Yard.
By Order.
Hongkong, 3rd January, 1901. [14c]

AMERICAN MACHINERY.

WE have OPENED a MACHINERY
DEPARTMENT, and are prepared to
Furnish Prices & Co. on STEAM ENGINES,
GAS and OIL ENGINES, BOILERS,
PUMPS, LATHES, DRILL PRESSES,
PLANERS, PNEUMATIC TOOLS, WOOD
WORKING MACHINERY, HOISTING
MACHINERY, SAW MILLS, MACHI-
NISTS' SMALL TOOLS, BUILDERS'
HARDWARE, &c.
Made in AMERICA, (U.S.A.)
Prices quoted f.o.b. New York, or c.i.f.
Hongkong.
REUTER, BRÖCKELMANN & CO.,
Hongkong.
3rd January, 1901. [13c]

DENTISTRY.

SUI SANG,
Lately Practising with Dr. I. SAKATA,
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 3rd January, 1901. [16c]

NOTICE.

CONSIGNED OF CARGO per Steamship
"NIPPON MARU."
The above Steamer having arrived, Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for Countersignature,
and to take immediate delivery of their Goods
from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
J. S. VAN BUREN,
Agent.
Hongkong, 3rd January, 1901. [17c]

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES
at 16, Queen's Road Central,
(R. HOUGHTON & Co.).
(Nearly opposite the HONGKONG HOTEL).
Business hours—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and
diseases affecting those advancing in life
arise from those having some deficiency in the
construction of the eyes—the many years of
"Eye Strain" ending in serious forms of disease.
Glasses specially adapted in youth to those
requiring them save and preserve the sight.
Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.
Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.
ADVICE FREE. [145b]

A. S. WATSON & Co.,
LIMITED.

All kinds of goods required for the
present Festive Season can be
procured at
THE HONGKONG DISPENSARY.

UNIQUE SELECTIONS OF

CONFECTIONERY.

WINES AND SPIRITS

OF THE

BEST BRANDS.

Pipes, pouches, tobaccos and
Smokers' requirements generally.
Fancy Boxes, Cut Glass Bottles,
Perfumes and Articles suitable for
Presents.

A. S. WATSON & CO. LIMITED.

The Hongkong Telegraph

HONGKONG, THURSDAY, JANUARY 3, 1901.

REUTER'S TELEGRAMS.

THE OPERATIONS IN BRITISH
SOUTH AFRICA.

LONDON, December 31st.
General Lytton reports that the Boers,
captured a post at Helvetia. About 50
British were killed and wounded and 200
taken prisoners.

SENKAL RE-OCCUPIED.

General Clements is meeting with opposition
on the road to Rustenburg. Generals
Knox and Boyes are preventing De Wet from
breaking through to the South. The British
have re-occupied Senkal.

THE RECENT FAILURES.

Lord Dufferin has resigned the Chairmans-
hip of the Whitaker and Wright Companies
and has gone to the Cape, on receipt of the
news of his son being wounded.

BRITISH SOUTH
AFRICA.

BOERS CAPTURE A GUN.

LONDON, January 1st.
The Boers surprised Helvetia at 2.30 a.m.,
rushing a 4.7 gun, which the patrol sub-
sequently compelled them to temporarily
abandon, but which was ultimately got away
by the Boers by forming the prisoners round
the gun. No ammunition was captured.
Four officers were wounded, 11 men killed
and 22 wounded.

NEW YEAR HONOURS.

The order of C. M. G. has been conferred
on the following:—Mr. Bigham, attaché at
Peking; Mr. Warren, Consul General at
Hankow; Mr. Carles, Consul at Tientsin;
Mr. Campbell, vice-Consul at Shanghai; Mr.
Fraser, Consul at Chinkiang and Mr. Simon,
Medical Officer of the Straits Settlements.

MORE FAILURES.

Three more Western failures have occur-
red on the Stock Exchange.

WEATHER REPORT.

The Observatory report says:—
On the 3rd at 11.55 a.m. the barometer has
fallen on the China coast, owing to the exis-
tence of a depression over N. China. Gradients
slight with variable winds in S. China, and
moderate monsoon in the N. part of the China
Sea. Forecast:—Moderate E. winds; fair.

LOCAL AND GENERAL.

The battleship *Glory* has left Singapore, and
is expected here in a day or two.

THE Mortality Return from Macao for the week
ended 16th December shows that there were
59 deaths during that period.

YESTERDAY evening the *Ferry Co's* launch
Guiding Star collided with one of the Dock
Co's launches, but no material damage was
done.

"THERE is but one kind of rock that grows,"
said the professor. "Can any of you mention
it?" "Yes, sir," replied the Irish boy, "the
shamrock."

THERE is a rumour at home that Princess
Christian and Princess Victoria of Schleswig-
Holstein may go out to Pretoria to visit the
grave of Prince Christian Victor.

THE statement showing the number of cholera
cases and deaths in Singapore from the 23rd
November to the 4th December inclusive gives
56 cases and 55 deaths as having occurred.

A COAL junk sank in the harbour yesterday,
alongside the *Taisang*. There were no lives
lost, but the cargo of coals went down. The
junk was too heavily loaded with the coals.

SOME of the residents of Shanghai, on Christ-
mas day tendered a tiffin to the English troops
stationed there. General Creagh, who made a
short little speech, honoured the men, who
numbered over a hundred, by his presence, and
cheers for the General and the hosts were
given.

IT is stated that the prison authorities at home
have just made two more concessions to pris-
oners. Firstly, prisoners may in future have
photographs of their relations hung in their
cells; and, secondly, when a prisoner is taken
home by a warden, the officer is not to be in
uniform.

ON Christmas Eve, at the Arcadia Hall, says
the *Shanghai Daily Press*, three hundred and
ninety men of the German company feasted
themselves, and many were the presents from
the fatherland distributed among them. The
greatest hilarity prevailed, and cheers after
cheers were given for the commander, officers
and the folks at home.

WE hear that the salvage people of the dredger
Canion River have been advised to use several
small charges of dynamite to remove the mud
collected round the vessel. We suppose this
means to "let it blow up by degrees" like
Hood's washerwoman and the coppery sue.
We do not vouch for the accuracy of our in-
formation, only tell the tale as it was told to us.

AN accident occurred in Pottinger Street this
morning. Mr. Stewart Harrison, of the telegraph
company, was being conveyed along in his
rickshaw when a Chinese child ran in front of
the vehicle and was knocked down by the
shaft. The coolie could not pull up in time,
and the child received a blow on the forehead.
The unfortunate youngster was taken into a
Chinese hospital.

THE body of the man who was found yesterday
morning in the nullah at West Point, with the
head badly damaged, has now been identified
as that of a man named Kelly, a destitute from
Manila.

THE *Kokumai Shimbun* of the 23rd ult. says
Mr. Hoshi was relieved of his post, and Mr.
K. Hara appointed on the 22nd to take the Por-
folio of the Minister for Communications.
Mr. Hara was formerly Vice-Minister for
Foreign Affairs, and subsequently our Minister
in Seoul.

THE hired transport *Jelunga* arrived at Ply-
mouth on the 20th of November, with a large
number of soldiers, sailors, and marines in-
valided home from China. The vessel left
Hongkong on Sept. 16th. Since then she has
been delayed by defective machinery. During
the voyage home four invalids died from heart-
disease and fever. The arrivals include the
guard of the British Legation.

ALL that remains of the battleship *Maine*, says
the *Pall Mall Gazette*, is to be taken from
Havana harbour. This has been decided on
by the Navy Department on the representa-
tions of Governor General Wood, who says the
wreck is a serious obstruction to navigation.
The tangle of plates and beams is sinking
deeper and deeper into the mud of the har-
bour, and delay will make the work of its re-
moval more difficult.

A RETURN has been issued showing the imports
of tea and coffee into the principal countries
of Europe and the United States, with other sta-
tistical information relating to the subject. From
one of the tables in the return it appears that
the consumption of tea per head in 1899 was—
in the United Kingdom 508lb., in Germany
911lb., Holland 139lb. in France 665 in the
United States 996lb. in Australia 770lb., and
in the Dominion of Canada 472lb.

THE building of the cruiser *Encounter* will
begin at Devonport Dockyard next week says
The Mail. Nearly 1,000 tons of material have
already been delivered, and a large portion of
this is ready for fixing as soon as soon as the
keel is laid. In order that the early stages of
the construction may be proceeded with as
rapidly as possible, it is proposed to transfer to
the *Encounter* a large number of shipwrights
and skilled labourers now employed on the
battleship *Montagu*.

AN unique problem before the U.S. military
authorities, says the *Manila Times* of the 29th
ult, is the organization of native troops in the
Philippines. The President has authorized the
enlistment of a force of 15,000 and the organiza-
tion is now under consideration. The organiza-
tion, it is presumed, will be semi-military in its
character, more in the nature of a native con-
stabulary such as the Burmah Police or the
Cape Mounted Police, the troops performing
military as well as civil duties.

THERE will be a large attendance at the
Variety Concert at the City Hall to-night in aid
of the widow of the late Sergeant Howell. A
long programme has been arranged, and
amongst others whose names are announced to
contribute towards the evening's entertain-
ment, we notice Lieut. Walwyn, Sergt. Viggers,
Messrs. O'Neill, Grace, and Lammer. The
band of the Royal Welsh Fusiliers will com-
pose the Orchestra. The Robinson Piano Co.,
Ltd., have been doing the booking.

FROM further particulars of the disaster to the
training-ship *Guttenau*, which have reached
Japan through the German paper published in
Shanghai, it appears that the vessel was lying
in the Gulf of Malaga for gun-practice when
suddenly a violent storm arose. So violent
was the wind that all the anchor chains were
broken, and the vessel began to drift towards
a rock, whereupon the whole of the crew, con-
sisting altogether of some four hundred and
fifty persons, jumped overboard. As many as
three hundred and fourteen men were saved,
thirty-nine of whom have received injuries.
Commander Kreischmann remained until the
last moment on the bridge, and both he and
the First Lieutenant, Berninghaus, are dead.

THE *Rangoon Times* reports a buffalo apok
from one of a herd landed from the S.S.
Camilla. The animal was, luckily, the last
one to be landed along with her little calf,
the others having been already penned, or it is
more than likely, had any others been in the rear
of her, that they would promptly have followed
her example. She was being led by a rope
into the pen, when she suddenly turned on the
man in charge of her and ripped up his thigh.
The Burman dropped the rope and fled with
the beast in hot pursuit, was caught, knocked
down, and gored most frightfully, and when
the infuriated animal left him for dead he
was, an awful spectacle. The buffalo then
knocked over a woman and cleared out on to
the Strand, where she made for everything that
came in her way. She ran at a gallop, but the
pony bolted and got away. The buffalo then
turned north up Hagan gyi-st. and on reach-
ing Dalhousie-st. traversed it westwards until
reaching Keighley-st., up which she went until
she got to Canal-st. Along this she galloped
in an easterly direction, everything and every-
body clearing out of her path. At the top of
William-st. where it joins Canal-st. she came
on a native on a bicycle and knocked him
over, goring him in the back, and carrying
off his machine on her horns (surely a
case of robbery with violence), then she
turned up north once more along Phoenix-
gyi-st. and came on another unfortunate native
with a bicycle, whom she knocked over, but
did not damage, wreaking her wrath on the
wheel instead of the man, and also knocking
over a Punjabi. She then went on east to
Godwin's Road, up which she turned, and
eventually arrived at the maidan, where she
amused herself among the goats grazing there
and was captured with a rope, thrown, and her
legs tied, when she was fastened to a tree.
She was shot by Inspector Brown of the can-
tonment police. This is by no means the only
fatal accident that has occurred while land-
ing these animals from steamers. The Burman

GENERAL McArthur has issued a long Procla-
mation to the Filipino insurgents, in English,
Spanish, and the vernacular, calling on them
to abandon their present mode of warfare, as
otherwise they will, he says, render themselves
liable to trial for capital offences.

THE following are particulars of the battleship
Glory, shortly expected here:—12,950 tons,
13,500 h.p., built by Laird, 4 (12 in.), 12 (6 in.
Q.F.), 18 smaller Q.F. guns, 18.25 knots, comple-
ment 700 officers and men, 44 submerged tor-
pedo-tubes, 390 ft. x 74 ft., draught 25 ft. 3 in.

THE following naval appointments have been
made to the China Station:—Lieuts. 1st Comd.
Wilkin (*Albatross*), Walters (*Driftwood*), Dec. 31st.
Borrett (*Centurion*), Green (*Pique*), Drum-
mond (*Terrible*), for war services, Jan. 1st.
Sub-Lieuts. to Lieuts. Chapman (*Arcturion*),
Thompson (*Pique*), Ross (*Undaunted*), Dec.
31st.

THE Mortality statistics for the Colony for the
week ended 22nd December show that the
death rate per thousand in the British and
Foreign Community, civil population was 17.1
against 34.2 the week before; the Colony, land
population 20.7 against 20.7 the week before;
boat population 47.4 against 35.6 the previous
week; land and boat, 23.5 against 22.8 the
week previous; the whole Colony, British
Foreign and Chinese, excluding Army and
Navy 24.2 against 23.2 per 1000 the previous
week.

WE note that the Government have thrown a
sop to the unofficial members of the Sanitary
Board by intimating that they shall have their
little watering-carts, so they shall. They are
to go and buy them all by themselves at the
shop, but they are to get the cheapest to be
had. "Never mind! They'll be happy now
they've got them; real watering-carts that
spray real water (when there is any). But they
mustn't bother now and cry for that Refuse
Destructor; they shall have it for a Xmas box
by-and-by."

JAPANESE papers report that a coolie at Moji
had a dispute with five of the crew of the British
steamer *Monk Steton* (?) in Moji on the 23rd
ult. The Japanese was overpowered by the
foreign sailors and fled. He returned with two
more coolies and challenged the seamen, who
were about to return to their steamer from the
Customs wharf. The coolie, Oskaki by name,
stabbed one of the crew named Morters, a
Dutch subject, in the abdomen, and inflicted
a nasty cut on the right arm of Beckers, another
Dutchman. The men fell into the water. The
police arrived and arrested the coolie. The
foreigners were badly injured and are receiving
medical treatment at a local hospital. Morters
was so seriously hurt that he is not expected to
recover.

A FIRE occurred at Quarry Bay last night.
The first alarm of the outbreak was at 8.15
p.m. when it was discovered that a godown in
which were stored a large quantity of bags, was
the scene of a fire. It started on the first floor,
the building belonging to the China Sugar
Refinery. Two fire engines were soon on the
spot from Hongkong, but they were not re-
quired badly, as there was plenty of available
water on hand. The fire brigade left the con-
flagration in a dying state at about one o'clock
this morning, but considerable damage had
been done to the contents of the godown, the
building itself not suffering much. The place
has been shut for the holidays, and it looks as
though the fire must have been going on for
some days amongst the smouldering bags.

A LETTER was submitted from the Consul
General of Netherlands, India, dated 21st
December, at the meeting of the Sanitary
Board this afternoon, to the effect that ships
arriving from Hongkong are subject to ten
days quarantine. Importation is temporarily
prohibited of animal refuse, claws and hoofs,
animal or human hair and bristles, hides which
are untanned and which are salted or cured
with arsenic, raw wool and rags, bags or sacks
which have already been used, coming from
Hongkong or transhipped at this port. Also it
is temporarily prohibited to import from Hong-
kong into Netherlands India tapestry and used
embroideries unless they are personal baggage
or in consequence of change of residence. Dr.
Hartigan, minutes:—Very appropriate! the
plague being 'honest'.

Our sporting contributor under yesterday's
date writes as follows:—My communications
as they appeared in your columns have caused
great excitement in boxing circles, and since
Saturday I have been doing little else but
hunting up principals and seconds in connec-
tion with Joe Riley's challenge. As I stated
in my last, I expected that Con Sheehan would
stand aside and let Mustoe meet Riley, but I
must admit that I had not bargained with my
man. Con felt inclined to do anything rather
than be the odd man out, and the result was
that after a lengthy interview on Sunday,
Sheehan and Riley agreed to meet between the
21st and 23rd instant and articles were signed
on the Monday, Mustoe being invited to meet
the winner. Then came the announcement
that the City Hall would not be available until
the 25th of February, excepting on the night
of the 7th and 8th instant. This meant
that the contest was off for Riley could not
then wait until Sheehan would cure to engage
at so early a date as the 8th or 9th instant. It
was just as I thought. Accompanied by Mr.
J. H. Downs, the gentleman who is giving the
£500 purse in the contest now arranged for—
and here I might mention that this is the largest
purse ever yet offered in this Colony—I repaired
at once to Sheehan and it is only fair to say
that he was disappointed—out of justice to
himself he was compelled to decline to meet
Riley at such short notice, but he had no
objections to Riley, meeting Mustoe in the
latter case he was ready in the time. We had to
rush off then to the *Haymarket* and through the
courtesy of Capt. Hickley the Commander,
we were able to see Mustoe and add
his reply. He acquiesced at once, and hence
I am able to state that one of the best
contests ever witnessed in Hongkong will
take place on Tuesday next. I do not
intend to go into detail about the two
men's respective qualities at this stage, but
I must state here that it would be almost im-
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BOXING.

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Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SABO MARU..... W. Thompson	Kobe and YOKOHAMA	To-MORROW, 4th Jan., at Daylight.
KAMAKURA MARU..... H. Petersen	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	To-MORROW, 4th Jan., at Daylight.
MIKE MARU..... S. Kawamura	BOMBAY, via SINGAPORE and COLOMBO	To-MORROW, 4th Jan., at Noon.
HITACHI MARU..... G. Anderson	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 11th Jan., at Daylight.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 29th December, 1900.

HAMBURG-AMERIKA LINIE.

(Freight Service).

NORDDEUTSCHER LLOYD.

(Freight Service).

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
NORDERNEY..... Pesch	MARSEILLES, HAVRE & HAMBURG (London with transshipment in HAMBURG)	12th January.	Freight.
SAMHIA..... Schmidt	HAVRE & HAMBURG (London with transshipment in HAMBURG)	22nd January.	Freight.
SILESIA..... Bahr	HAVRE & HAMBURG (London with transshipment in HAMBURG)	9th February.	Freight and Passage.
SIBIR..... Braun	HAVRE & HAMBURG (London with transshipment in HAMBURG)	About 18th February.	Freight and Passage.
REIBURG..... Pesch	HAVRE & HAMBURG (London with transshipment in HAMBURG)	About 28th February.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 12th Jan., 1901, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 7th Feb., 1901, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 2nd Mar., 1901, at Noon.

THE Twin Screw Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 12th January, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services; to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

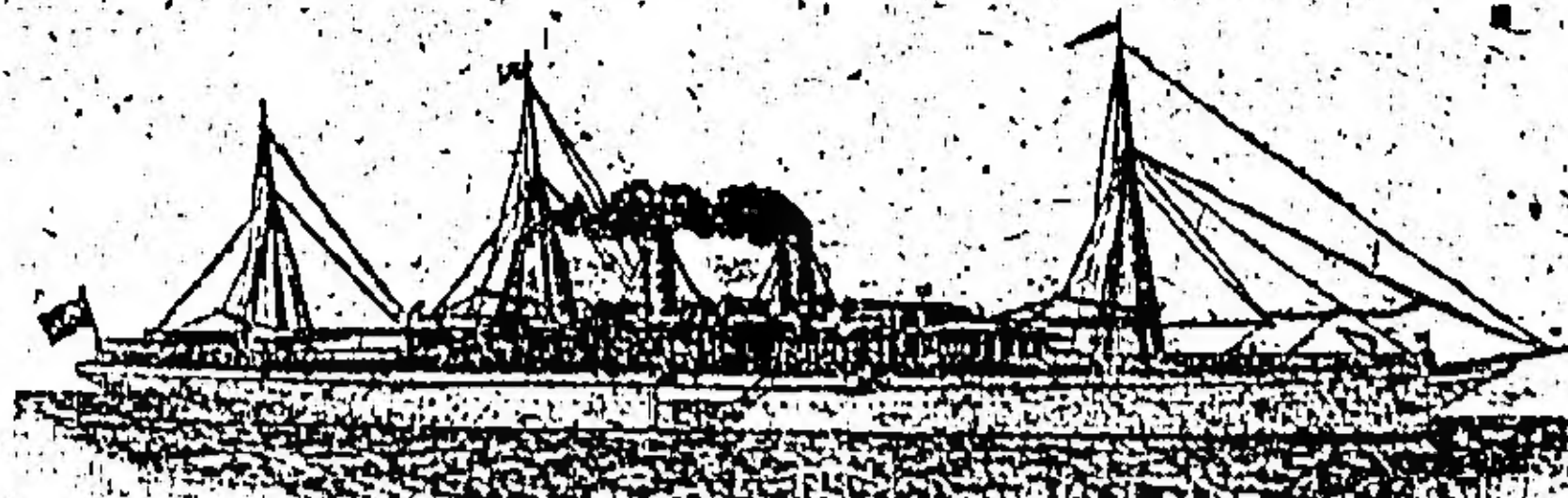
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

18th December, 1900.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



1901

1901

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 16th January.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 13th February.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R. ... WEDNESDAY, 13th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 19th December, 1900.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON, (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"BENGAL," Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 5th January, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 22nd December, 1900.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Sunday, 6th January, at Daylight.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 25th January, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Feb., at Noon.

THE Company's Steamship

"DORIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SUNDAY, the 6th instant, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services; to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

18th December, 1900.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS.	CAPTAINS.	TO SAIL.
LONDON	DARDANUS	Steeves	8th January, 1901.
"	RHUPUS	Day	22nd January, 1901.
LIVERPOOL	ACHILLES	Brown	About 18th Jan., 1901.
LIVERPOOL (Taking Cargo at LONDON RATES)			
LIVERPOOL (Taking Cargo at LONDON RATES)			

For Freight, apply to

Hongkong, 29th December, 1900.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA," Captain Davies, will be despatched as above TO-MORROW, the 4th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 3rd January, 1901. [1125b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"SZECHUEN," Captain Hall, will be despatched as above TO-MORROW, the 4th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd January, 1901. [9c]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG," Captain Moore, will be despatched as above on SATURDAY, the 5th instant, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd January, 1901. [5c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAIJI MARU," Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 6th January, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 31st December, 1900. [146]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIWAN," Captain Nelson, will be despatched as above on SUNDAY, the 6th January.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines.

A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th December, 1900. [146b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIWAN," Captain Nelson, will be despatched as above on SUNDAY, the 6th January.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th December, 1900. [146b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"ANPIN MARU," Captain S. Atsumi, will be despatched for the above Ports, on WEDNESDAY, the 9th January, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 26th December, 1900. [47]

SHEWAN TOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE," Captain ... will be despatched for the above Port, on or about the 10th January, 1901.

For Freight, apply to SHEWAN TOMES & Co., Agents.

Hongkong, 31st December, 1900. [1302b]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"POLARSTJERNEN," will be despatched for the above Port, on or about the middle of January.

For Freight, apply to DODWELL & CO., LIMITED.

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "DORIC," are hereby notified that their Goods are at their risk being discharged into Lighters and/or loaded into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 2nd January will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN, Agent.

Hongkong, 28th December, 1900. [2]

NOTICE TO CONSIGNEES.

S.S. "FOLMINA," FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims against the Steamer must be presented to the Undersigned on or before the 4th January, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th January, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 29th December, 1900. [1532b]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 5th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, 2nd January, 1901. [10c]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SADO-MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 9th instant, will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 12th instant; or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 2nd January, 1901. [6c]

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Prince Central.

Head Office—TOKIO.

Branch Offices:

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

Agents:

Mitsui Coal Mines.

Kanada Coal Mines.

Hokoku Coal Mines.

Yoshinomiya Coal Mines.

Onoura Coal Mines.

Ohtsuki Coal Mines.

Ichimura Coal Mines.

Kishimura Coal Mines.

Yoshio Coal Mines.

Yamano Coal Mines.

Manoura Coal Mines.

The Osaka Shosen Kaisha, Ltd.

Tokio Marine Insurance Co., Limited.

NEW VEGETABLE FOODS.

The number of vegetable species recognized as good for food bears a small proportion to those that are not recognized. Yet botanists tell us that if a wanderer started in a forest, he perishes from ignorance and not from lack of available nourishment; for woods and fields are full of plants, berries, and roots that can sustain life. M. Gabriel Prévost, writing in *La Science Française* (October 12), tells us that we are too much slaves of routine in this matter. Our present garden vegetables are cultivated varieties of wild species; why do not our horticulturists seek for other wild plants that could be introduced with profit to our tables? A fortune, says this writer, awaits him who does this successfully. To find any scientific investigation of the subject one must actually go back more than a century to a book published in 1801 by M. Parmentier, a member of the Paris College of Pharmacy, royal "apothecary-major," and possessor of other titles in such number as to crowd his title-page somewhat uncomfortably. The full title of his work reads: "Recherches on Nutritive Vegetables that in Times of Want May Replace the Ordinary Foods. With New Observations on Potatoes." The potato, which was then still a new and unpopular article of food in France, is now recognized everywhere as a staple, but M. Parmentier was not so successful with the other new vegetables that he sought to introduce. Says M. Prévost, in speaking of Parmentier's work:

"In matters of eating, we are the slaves of routine. Except in certain cases where there is a pardonable reputation, as with the *chick-pea* or the *lizard*, it is hard to explain how we can condemn off-hand so many farinaceous and herbaceous substances when with few exceptions all the plants that surround us are edible and capable of pleasing even the most fastidious with their delicate taste."

Parmentier mentions in twelve pages eighty-five plants that, even without cultivation, and without going out of our own country, could furnish us with vegetable food. It goes without saying that horticulture would do wonders with many of them, after careful selection for three or four generations.

"The author gives three lists: 1. List of uncultivated plants whose roots contain starch, which may be extracted to make gruel or bread. Among these are the iris, bryonia, ranunculus, and saffrage. 2. List of uncultivated plants whose farinaceous seeds or roots can be used whole for food. Among these are the wild jacinth and *Helianthus* and the wild tulip. 3. Finally, a list of uncultivated plants whose roots, although not farinaceous, may be used whole for food. Among these are the white asphodel, a large number of orchids, etc."

Parmentier was the first to advocate the use that may be made of farinaceous food substances by drying the seeds in an oven and then pulverizing them. He notes very justly the advantages, for soldiers and sailors, of having a very healthful form of food that requires only a little water and salt for its preparation. Even at the present day we may return with profit to this idea and perfect it. We obtain from mentioning the names of those who have "invented" condensed soups, etc., one hundred and ten years after their real inventor. Read Parmentier's chapter on "Nutritive Powders and Tablets."

"We are far from pretending that science has made no progress since the days of Parmentier. We leave such bits of humour to pretentious pedants like Brunetiere. But it is precisely because its processes and discoveries have made such giant strides that we wish to transform into real life what, with Parmentier, were in the state of mere desiderata. Give, for instance, to an expert scientific horticulturist like M. Vilmoren the problem of increasing the root at the expense of the stalk or *vice versa* such a strike against nature will present no more difficulties to him than a game of cricket. Likewise, by fertilization and scientific selection, we may now obtain veritable transformation of an original plant much more easily than our ancestors reached the present forms of fruits and leguminous vegetables, which are nothing but victories won by man over uncultivated species of delectable flavour."

"In these conditions, a learned cultivator desirous of making a fortune (supposing that such a person exists) should lose no time in trying to accomplish for legumes what Alphonse Karr has attempted to do for flowers. We will wager that he will find more customers for the former than for the latter. We may be shy, at first, of a dish of *iris à la maitre d'hôtel*, or a saffrage salad, but the papers will relate how Bernhardt or Coquelin ate and liked them, and then the iris and the saffrage will become popular, like the potato—that child of Parmentier that caused its parent so much trouble!"

Translation made for *The Literary Digest*.

ELECTRIC TRANSIT AND CITY POPULATION.

After the census of 1890, there was much comment on the enormous proportional increase of cities in this country at the expense of the rural population. Some prophets of evil, assuming that this tendency would continue, predicted that it would result disastrously for the country. But the present year's census indicates, apparently, that these fears were ill-founded, for the rate of gain has not been kept up. The comparatively small increase of city population in this census as compared with that reported in 1890 has caused no little surprise in many quarters of the United States. What is the cause? If we are to believe an editorial writer in *The Electrical Review* (October 31), we are to thank the trolley and the telephone. Says this paper in a leader entitled "The Decentralizing Influence of Electricity":

"There has been a steady movement outward from centres of population ever since means of transit have been improved to such a point that a person may reside several miles from his place of business. In older times the population of even a small manufacturing city was apt to be densely crowded in districts closely adjacent to the factories, so that operatives could walk to and from their work. The coming of the trolley-car changed this state of things almost in a twinkling, and has made possible one of the most extraordinary developments that has attended municipal progress during the closing years of this century—the growth of suburbs. It needs no extended argument to show how almost infinitely better conditions of life are in suburbs where families, instead of herding together in the close contact necessitated by city life, have each their separate house, often open on all sides to the air and the light. It is not only sanitary conditions that are thus improved, but social conditions as well, and this to an extent but little understood save by those who have closely studied the subject."

If means of transit are much further perfected, the writer goes on to say, so that journeymen may be made still more swiftly and inexpensively than at present, and if the telephone comes into such general use that much of the world's business may be transacted over the wire, we may possibly see a spreading out of population that is hardly conceivable to-day. *Literary Digest*.

AMERICAN GUNS IN ENGLAND.

The *Asian* says that American gun-makers have been considerably disturbed by the steady failure of their barrels to stand the tests applied by the Birmingham proof-house; a failure which of course excludes them from the English market. There is no such institution as a proof-house in the States, and guns sent over to England unmarked must undergo the legally prescribed tests before they can be stamped with the marks that make them eligible for sale in England. All breech loading shot-barrels of 10-bore or less, having chambers 3 inches long or more, are proved with a charge exceeding the ordinary definitive proof charge by one-sixth, and they are proved "in the rough." If they come safely through this ordeal they are tested again with the "ordinary definitive proof charge" when finished; that is to say, they are tried with the maximum charge they are destined to fire, and passing this less exacting test receive the "mark." Now, as American guns bear no marks at all, the finished guns are submitted to the tests which are applied to English barrels in the rough; and the United States Consul at Birmingham warns the American trade, it is almost impossible for a finished double-barrelled gun to withstand the test. A whole consignment, a short time before he penned his report, had been tested and every barrel bulged or burst under the strain. Hence if American makers wish to compete with the English in the latter's market, the only thing for them to do is send over barrels in the rough for proof, have them home again, and send them back made up for the final and less severe test.

STEAMERS EXPECTED.

Names.	From.	Due.
Peninsular	Singapore	To-morrow
Meimoon	Singapore	To-morrow
Princess Irene	Japan	Jan. 8th
Coptic	San Francisco	Jan. 20th
Empress of India	Vancouver	Jan. 20th
Moyune	Glasgow	Jan. 24th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Subjects Shilling" are printed in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Anable, H. D.	Lyons, J.
Adams, A. H.	Lyall, Hill
Aloes, J. W.	Leaton, Mrs.
Andrews, J.	Lowe, S. S.
Austin, T. P.	Lusbury, R. J.
Akles, G. J.	Lambton, Mrs.
Anderson, H.	Lopez, Miss E.
Adams, J.	Luc
Ath, G. P. D.	Lange, W.
Allison, W. R.	Martin, L. M.
Ahlmann, H. X.	Munford, G.
Anderson, J.	Meredith, R.
Apitzsch, Miss	Maybel, F.
Baxter, S.	Meyer
Brookman, F. S.	Marshall, P. H.
Bar, L. A.	Mitchel, Miss I.
Bowie, A. R.	Montford, L.
Bell, T. M.	Murray, P.
Barnes, C. W.	Morreau
Bush, D. F.	Marshall, W.
Beddyph, L. S.	Marshall, Miss A.
Boyd & Co.	Munshi Hosain Sahib
Bryan, R.	Saile
Boad, W.	Marty, L.
Bun Heung	Morris, R. C.
Blomfield	Michie, A.
Barry, Capt. J.	Moore, P. J.
Bohm, O.	Maclean, Rev. M. E.
Baile, J. J.	Miller, J.
Barber, T.	Mohammed, P. S.
Bailes	Morrison, G. G.
Besuard, Mad. J.	McDowall, J.
Burley, Mrs. T.	McNamara, B.
Brander, W.	Marston, Mrs. J.
Boad, S.	Meyers, A.
Beysan, C.	Martin, W.
Chubb, C.	Moy, Miss
Carrall, Miss M. F.	Moody, Dr. C.
Caven, A.	McConnell, A. E.
Candido, R.	Morrison, Rev. G. G. D.
Chun, Un Fook	Menzell, Capt. W.
Chang King	McCallough
Cambell, Mr. M.	Mexwell, J.
Craig, Lieut. T.	Maslowicz
Coats	Moutenax
Champion, J. F.	Miller, Capt. C.
Counsell, W. G.	New York and Java
Cockburn, H.	Trading Co.
Cowden, H. S.	Norsk, J. S.
Collard, J. B.	Neill, John
Cassallond, D.	Newell, W.
Calsen, F. W.	Norton, E. C.
Chamberlain, F.	Negel, G. P.
Collins, R. A.	Neave, Mrs.
Carthy, E. T. M.	Nicholson, Mrs. H. J.
Chan L. Feng	Norris, R. C.
Carr, B. L.	Notsrah, Mrs. M. G.
Comrie, A.	Ollip
Cregue, J. R.	Olaso, A.
Cox, Mr.	Olegod, A.
Cardridge, J.	Oldham, G.
Chisholm, G. P.	O'Dell, F.
Cambell, W. G.	Oakley, H. E.
Cardova, Mrs. F. M.	Oswald, R.
Derys, Capt.	Pasari, H.
Dade, Mrs.	Phipps, G.
Davidson	Plant, J. G.
Dupignac	Patience, H.
Drapier, W.	Pfeifer, Miss
Drewitt, H.	Parter
Dawson, Mrs. P.	Phillips
Duncan, J. W.	Pomes, R. H.
Devenport, Dr.	Pow Long & Co.
Eutrican, Capt. J.	Pills
Errol, Mrs. H.	Pangecron, Mrs.
Evans, J. H.	Patterson, J. B.
Embsen, M.	Porter, A. M. J.
Ellis, Mrs. F.	Pomery, Miss
Foimberg, W. R.	Perzal, J.
Funge, U. W.	Payson
Fowell, F.	Riley, E. G.
Fernandez, V. F.	Rahman, A.
Fawcett, G.	Remedios, D. J.
Fowler, C. M.	Royal Asiatic Society
Furlonger, R. S.	Remedios, A. C.
Fung Koo	Robinson, C.
Green, H.	Rennie, F.
Griffith, J. H. E.	Reid, Capt. C. F.
Geiss, H.	Rocha, Mrs. F. A.
Gordon, J. C.	Reaton, J.
Gutt, A. H.	Renor, G. J. B.
Gilluly, A. M.	Rippon, Sgt. F.
Gleeson, R.	Rohr, W.
Gordon, J. N.	Rising, F. H.
	Rosa, K. M.
	Rical & Co.

Gradziski, Gills, Mrs. G. Gedaly, Giquir, J. L. Goble, F. Girling, G. R. Gillispie, J. Grunstein, Mrs. B. Glasston, Hall, W. G. Huber, Dr. M. Helderhand, J. Hastings, Hunter, C. G. W. Hungaway, J. Hongkong Amateur Photo Club, Hughes, G. H. Hearder, E. H. Hawkmatia, Houston, Miss R. Harston, Mrs. J. S. Hermon, G. Hookway, Miss E. Harding, C. L. Hakepy, A. F. Harp, F. J. Hausen, C. Irvine, T. Johnston, Mrs. Lobb, M. C. Johnson, J. W. Jong Go, Jackson, Capt. Joseph, Jones, G. H. B. Johnston, Miss A. Kolls, Capt. Knight, Mrs. H. Kraft, H. Kennedy, R. J. Kennedy, R. P. Kennedy, D. Kaulson, G. T. Kirkwood, M. Klamberg, Lee, J. Long, W. C. Layton, W. Laval, J. Leidham, C. W. Lyons, E. Laura, G. S. Lewis, H. W. Lettas, F. Little & Co., D.

List of Registered Covers in Poste Restante.

Abdoun, S. A.	Ibrahim Khan
Adam, Miss	Isa Khan
Aziz Khan, Lapiz	Jackson, J.
Abdul Khan	Jenkins, B. N.
Anthony, Abdul Rahman	Joseph, S. S. Abdul
Asakura, Akay Khan	Kader Bap
Arjun Singh	Kaplan, N.
Auzulatos, G. N.	Kammar Singh
Afzal Khan (2)	Kurozumi, K.
Buteen Singh	Liaco, Cheang
Bagat Singh	Lea, C. J. T. (2)
Buckie, Brundt, C.	Lopes, Da, C. J.
Bakun Singh	Lowe, W. S.
Bhagwan Singh (4)	Love, Mrs. R.
Baksha Singh	Love, Mrs.
Bishen Singh	Little, M.
Brown, G.	Lada Singh
Brandt, F.	Lovatt, Miss
Bauer, E.	Mandiga, A. L.
Brown, I.	Maula Bux
Budha Khan (2)	Mohamed Akbar
Bull, P. Galvao	Manga Khan
Carrington, J. C.	Mussa Khan
Cadieux, Miss J.	Mohamed Khan
Cotewall, H. R.	Mondhini, Ph.
Connell, J. J.	Mangude Singh
Chandi Singh	Makend Singh
Coy, C.	Mehra, C. H.
Cooper, A. J.	Mohamed Hussain Shah
Carp, Mrs.	Sanab
Commander in Chief	Moola Singh
Calcutta Turf Club	Moller, W. A.
Caine Road No. 59	Mulla Singh
Chandar Pal Singh	Nicoll, Miss A.
Counsell, W. G.	Naden, Thomas
Dougherty, A.	Nazal Khan
Danenberg, E.	Nalillo Bux
Davies, D.	Nihul Singh
Eldred, Mrs.	Nical, Miss M.
Etiene, Gallilo	Owper, Geo.
Eleshal, E.	Oriz, C.
Evans, Capt. C. H.	Pino, F. L. S. (3)
Evans, H.	Raj, Singh
Filbert, V.	Rahim Ali
Fitz Gerald, H. C.	Ridont, J. T. H.
(New York)	Rustam Khan
Fazal Ahmed (2)	Resurrection, M.
Falkenick, S. (2)	Rongier, J.
Falek, W.	Shaminsky, S.
Flores, J. S.	Sultan Mabomed
Fox, F. (2)	Smulua, H.
Goldenberg, B.	Saloon, A. J.
Goebeghan, N. M.	Sato, T.
Guria, M.	Sahay Khan
Giese, A.	Saif
Gossals, Comm.	Saif, Mahomed
Hicks, Col. Chas. B.	Thorahill, Capt.
Harmon, Mrs. Geo.	Teves, Mariane
Hooker, Mrs. O.	Tomas, C. F.
Harman Singh	Uter Singh
Heintz, H.	Umetani, N.
Hira Singh	Vasukhrushing, Sgt.
Hooper, Mrs. A. F.	Vezary, Mrs. (2)
Hinton, R. S.	Veitch, F.
Hakam Din	Wan Pau Yau
Hawau Singh	Wegener, Dr. (2)
Hoamel	Weiss, Capt. T. L.
Hollister, G. K.	Wood, T.
Hinda Singh	Young, F. H.
	Zalza, M. M. de

List of Registered Covers for Merchant Ships.

S.S. Adajo	J. C. Renfrew
"Amigo"	F. Wallat
"Antillan"	E. Chard
"Billerophon"	K. Morgan
"Bergenhous"	Capt. J. H. Svendsen
"Brand"	Capt. J. Thompson
Ship Buteshire	P. M. Clay
S.S. Buteshire	C. Thompson
S.S. Carthage	M. L. Mignou
"Cathaca"	H. C. Beasley
"Dardanus"	Capt. Tom Moore
"Decima"	O. Bohlan
S.S. Gefion	Rollmann
S.S. Glasgow	B. Domenico, A. R.
"Glenogh"	Mr. Clements
"Hatching"	E. F. Gibson
"Kirkfield"	G. Dubron
"Lodiana"	Shank Nazer
"Menelaus"	J. Ambrose (2)
"Miles"	H. Hanse (2)
"Mitsushima"	Abdol Karim Ebrahim
"Munich"	W. Rummel
Ship Nevelle	Capt. D. Steven
"Nordood"	S. Takake
S.S. Penarth	Captain
"Shantung"	Capt. Rebbelmund
Ship Sierra Estrella	S. Cruston
S.S. Renor	A. Lagrange
"Sachuan"	Capt. Hall
"Talyuan"	Capt. R. Nelson
"Ulysses"	H. Welden (2)
"Ulla"	W. England
"Hydra"	C. McLeay

Intimations.
F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
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AND GENERAL COMMISSION AGENTS,
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P. & O. SPECIAL LIQUOR SCOTCH
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EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

REASONABLE PRICES.
Hongkong, 14th May, 1896.

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DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

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"OMEGA" is the BEST.
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NEW GOODS.

JAPANESE CURIOS.
PLENTY
IN
HAND.

D. NOMA,
No. 12,
Beaconsfield
Arcade,
Opposite the City Hall.
Hongkong, 30th April, 1900.

NOTICE.

**THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.**

JEYES FLUID
FOR DISEASES OF THE CHEST
AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897.

GRIMAULT'S SYRUP
OF
HYPO-PHOSPHITE OF LIME
FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstructed Glands of the Chest, Lungs and Bronchial Tubes, should take GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME. Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed. Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance. Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations. GRIMAULT & Co., Paris. Sold by all Chemists.

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.
IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality.
Hongkong, 22nd September, 1898.

UNTOUCHED BY HAND.

MELLIN'S FOOD
For INFANTS and INVALIDS.
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, RECKHAM, LONDON, ENGLAND.

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SUBSCRIPTIONS.
EXCHANGE LINES, \$80 Per Annum.
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NO CHARGE FOR INSTALLATION.

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ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.
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PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—2, ICE HOUSE ROAD.

For full Particulars, &c., &c.,
Apply to
W. STUART HARRISON,
Manager.

Hongkong, 13th December, 1900.

DENTISTRY.
AMERICAN SYSTEM, WONG HO-MI, SURGE DENTIST.

TERMS MODERATE. CONSULTATION FREE.
50, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901.

SIEN TING,
SURGEON DENTIST,
No. 14, D'AGUILAR STREET.
TERMS VERY MODERATE.

Consultation free.
Hongkong, 27th September, 1898.

NOTICE OF REMOVAL.
I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE,
Hongkong, 27th April, 1900.

**ALWAYS TO BE HAD,
KMAS Cakes.**

I HAVE just started making FRESH KMAS Cakes, under my personal supervision. The Butter used is pure Australian, and the other ingredients all fresh and best. The first trial is enough to convince of their superiority. Coast Port Orders will be promptly attended to.

H. RUTTONJEE,
5, D'Agular Street and
at 22, Elgin Road, Kowloon.
Hongkong, 20th November, 1900.

NOW READY.

A PAMPHLET
ON
SOME SERIOUS LOCAL PROBLEMS
AND
A FEW SUGGESTION FOR DEALING
WITH THEM.

BEING A LECTURE DELIVERED
BEFORE
THE ODD VOLUMES SOCIETY

MR. H. E. POLLOCK,
Barrister-at-Law.

To be obtained at the Office of This Paper.
PRICE, 50 CENTS.
Hongkong, 1st June, 1900.

Intimations.
THE NEW FRENCH REMEDY.

THERAPION.
This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Robert, Volpneau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, stony symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early errors, excess, residence in hot, unhealthy

JAPANESE MEN-OF-WAR.

Battleships.

Asahi, Japanese battleship, 15,300 tons, 15,000 h.p., 18 guns, Capt. S. Mitsu, at Japan.
Yashima, 1st class, 12,400 tons, 38 guns, 14,000 h.p., at Kure.
Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Taku.
Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Sascho.
Itatsushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.
Hishidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.
Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, Japan.
Hygei, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. Higo Tōji, Japan.
Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Sascho.
Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.
Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,300 h.p., at Kure.
Yoshida, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Kure.
Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.
Takachihō, protected cruiser, 1st class, 3,700 tons, 24 guns, 7,120 h.p., at Keelung.
Chiyoda, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure.
Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka.
Sumi, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, 24 guns, 8,500 h.p., at Japan.
Idzumi, protected cruiser, 1st class, 3,500 tons, 20 guns, 6,080 h.p., Capt. Warita, at Japan.
Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p., at Yokosuka.
Akikishima, protected cruiser, 1st class, at Manila.
Myoko, 2nd class, 1,800 tons, 34 guns, 5,000 h.p., at Taku.
Taka, 2nd class, 1,764 tons, 15 guns, 2,400 h.p., at Shanghai.
Yayuma, 3rd class, 1,600 tons, K. Matsumoto, 10 guns, 5,630 h.p., at Japan.
Takushi, 3rd class, 1,300 tons, Capt. S. Mastui, 12 guns, 2,887 h.p., at Japan.
Onagi, cruiser, at Taku.
Sayanami, torpedo-boat destroyer, 305 tons, Capt. J. Takenouchi, at Japan.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p., at Yokosuka.
Katsuragi, 1,480 tons, 10 guns, 1,600 h.p., at Sascho.
Yamato, 1,180 tons, 10 guns, 1,600 h.p., at Japan.
Tenryū, 1,550 tons, 10 guns, 1,165 h.p., at Fusan.
Kaimon, 1,500 tons, 10 guns, 1,125 h.p., at Sascho.
Amagi, 1,930 tons, 13 guns, 720 h.p., at Yokosuka.

Gun-boats.

Oshino, 640 tons, 10 guns, 1,200 h.p., at Sascho.
Akagi, 620 tons, 10 guns, 720 h.p., at Kure.
Atago, 620 tons, 10 guns, 720 h.p., at Taku.
Maya, 620 tons, 10 guns, 700 h.p., at Kure.
Okotsu, 620 tons, 10 guns, 700 h.p., at Taku.
Soko, 572 tons, 4 guns, 400 h.p., at Sascho.
Isokaki, 600 tons, 6 guns, 400 h.p., at Yokosuka.
Chitose, 500 tons, 5 guns, 472 h.p.
Amatsuki, 410 tons, 5 guns, 472 h.p.
Saiyūki, 490 tons, 5 guns, 472 h.p.
Chin Chin, 520 tons, 3 guns, 155 h.p.
Chin Chin, 500 tons, 3 guns, 155 h.p.
Yakichiku, gunboat, 4,000 tons, Capt. Yakis, at Japan.

Torpedo-gunboat.

Takutsu, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p., at Yokosuka.

Torpedo-boats.

Murakumo, 279 tons, at Ujina.
Shinonome, 279 tons, at Kure.
Yugiri, 279 tons, at Takeshishi.
Shiranushi, 279 tons, at Kobe.
Ikadutsu, torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, at Yokosuka.
Kagero, torpedo-boat destroyer, 297 tons, Comdr. Iwamura, at Japan.
Kohaku, 190 tons, 6 torpedo-tubes, 1,400 h.p.
Shiranushi, torpedo-boat, 278 tons, Comdr. Kosoma, at Japan.
Akatsuki, torpedo-boat destroyer, 310 tons, Lieut.-Comdr. H. Knase, Japan.
Oboe, torpedo-catcher, 318 tons, Capt. Camada, at Japan.

14 boats (Crescent), 56 tons, 2 torpedo-tubes, 525 h.p.
 7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.
 1 boat (Normand), 75 tons, 2 torpedo-tubes, 1,300 h.p.
 2 boats (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.
 4 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.
 6 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Miscellaneous.

Tohiwa, at Yokosuka.
Fusa, at Kure.
Naruta, at Yokosuka.
Ringo, armoured cruiser, 2,330 tons, 10 guns, 800 h.p.
 (used as gunnery training ship).
Kanjū, sailing-ship, 877 tons, 6 guns, (used as training ship).
Manjū, sailing-ship, 877 tons, 6 guns, (used as training ship).
Tsukuba, wooden screw steamer, 1,429 tons, 10 guns, 520 h.p., at Edajima, (used as training ship).
Asama, sailing corvette, 1,420 tons, 12 guns, at Yokosuka.
 (used as a bulk).
Jingei wooden paddle steamer, 1,465 tons, 2 small guns.
 (used as torpedo training ship).

Post Office.

A Mail will close:--

For Sandakan—*Per Sandakan*, to-morrow, the 4th instant, at 8 A.M.
 For Haiphong—*Per Hating*, to-morrow, the 4th instant, at 11 A.M.
 For Singapore, Penang and Calcutta—*Per Chinyen*, to-morrow, the 4th instant, at 11 A.M.
 For Maji, Kobe, Yokohama, Victoria (B.C.) and Tacoma—*Per Queen Adelaide*, to-morrow, the 4th instant, at 11 A.M.
 For Singapore, Colombo and Bombay—*Per Mitte Maru*, to-morrow, the 4th instant, at 11 A.M.
 For Shanghai—*Per Lyeemoon*, to-morrow, the 4th instant, at 3 P.M.
 For Shanghai—*Per Seachien*, to-morrow, the 4th instant, at 3 P.M.
 For Manila—*Per Perio*, to-morrow, the 4th instant, at 4 P.M.
 For Kunchuck and Samahai—*Per Satkong*, to-morrow, the 4th instant, at 4 P.M.

Printed and Published by **ETHELBERG**